

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (B)
Office of the Commanding Officer

APO 559.
5 January 1945.

SUBJECT: Group Commander's Report.

TO : Commanding General, Third Bomb Division, APO 559.

1. Transmitted herewith Group Commander's Report for the mission of 3 January 1945, Fulda, Germany.

For the Commanding Officer:

EDWARD P. RUSSELL,
Major, Air Corps,
Adjutant.

Date 3 January 1945
13 CBW FO 3
13 CBW OPS 255
3 BD FO 540

SUBJECT: Tactical Report (FULDA, GERMANY)

TO : Commanding Officer, 95th Bomb Group (H), APO 559

1. Information Concerning the Target:

- a. The primary target for today was the Railway Storage Sidings situated just South of FULDA, GERMANY. The latest cover available on these yards shows them to be filled to capacity with some 1500 freight cars and equipment, a large portion of which is probably destined for the Wehrmacht. This target was attacked by the 3rd Division on the 27th December 1944 with only fair results.
- b. The secondary target was the same as the primary. H2X technique, in the event of the target being overcast, was to be employed.

2. Execution and Planning of the Mission:

a. Wing Order and Strength:

(1) 13 A and B Groups:	6 x 13 A/C Squadrons
(a) 390 Group	2 Squadrons
100 Group	1 Squadron
(b) 95 Group	2 Squadrons Plus 3 A/C
	High Flight Low Squadron
100 Group	10 A/C Low Squadron 95 Group
(2) 45 A and B Groups:	6 x 13 A/C Squadrons
(a) 96 Group	3 x 3 Squadrons
(b) 452 Group	3 x 3 Squadrons
(3) 93 A and B Groups:	6 x 13 A/C Squadrons
(a) 34 Group	3 Squadrons
(b) 490 Group	3 Squadrons
(4) 4 A, B, C, D, E Groups:	15 x 13 A/C Squadrons
(a) 94 Group	2 Squadrons Plus 10 A/C
447 Group	3 A/C For 94 Group
(b) 385 Group	3 Squadrons
(c) 447 Group	3 Squadrons
(d) 486 Group	3 Squadrons
(e) 487 Group	3 Squadrons

b. A/C and C/C Available:

(1) 95 Group	27 A/C	50 C/C
	7 A/C PFF	7 C/C PFF
	5 A/C MH	7 C/C MH

7 A/C PFF 5 C/C PFF
3 A/C MH 2 C/C MH

(3) 390 Group 28 A/C 55 C/C
5 A/C PFF 7 C/C PFF
3 A/C MH 7 C/C MH

c. A/C Scheduled to Take Off:

(1) 95 Group 26 A/C Plus 2 PFF A/C
(2) 100 Group 21 A/C Plus 2 PFF A/C
(3) 390 Group 24 A/C Plus 2 PFF A/C

d. A/C Airborne:

(1) 95 Group All Scheduled A/C Airborne
(2) 100 Group 20 A/C Plus 2 PFF A/C Airborne
(3) 390 Group All Scheduled A/C Airborne

e. A/C Abortive:

(1) 95 Group:

A/C 317 "K" : 334 Squadron - #4 engine running rough -
No sortie - Pilot Dunwoodie
A/C 469 "U" : 336 Squadron - #4 engine feathered -
No sortie - Pilot Hart
A/C 331 "G" : 412 Squadron - #4 engine feathered - No
sortie - Pilot Tessier
A/C 598 "N" : 335 Squadron - Oxygen failure - Faulty
equipment - No sortie - Pilot Stotesbury

(2) 100 Group: None

(3) 390 Group: None

f. A/C Missing: None

g. A/C Attacking - 13 CBW A Composite Group: Bombs Dropped

(1) Secondary 36 648x250 LB GP
67x500 LB IB
Jettisoning 1 18x250 LB GP
2x500 LB IB
Returning 2 21x250 LB GP
3x500 LB IB

(2) Method of Bombing: PFF

(3) Method of Release: 30'

h. A/C Attacking - 13 CBW B Composite Group: Bombs Dropped

(1) Secondary 34 609x250 LB GP
66x500 LB IB
Jettisoning 3 37x250 LB GP
4x500 LB IB
Returning 2 36x250 LB GP
4x500 LB IB

(2) Method of Bombing: PFF

(3) Method of Release: 30'

a. Navigation - 13 A Group - 390A, 390B, 100A Squadrons:

(1) Assembly:

The two Squadrons from the 390 Group and one Squadron from the 100 Group made a normal take off. An instrument climb to assembly was necessary due to darkness. The 100A Squadron fell into Group formation with the 390th over Buncher II. The first point of Wing assembly was made about one minute early, and the assembly route was flown as briefed. The Division assembly was completed at Dover, at 0930 on time.

(2) Route:

The Group followed the briefed route across the Channel, crossing the French Coast on course, on time. The Group Leader had to level off in his climb to allow the Squadrons who were lagging behind to catch up between 0300E and 0400E. The M/O had some difficulty with range reception along the route so could not give much aid to the DR Navigator. The Lead Navigator did a good job of navigation by using his DR and Gee in keeping on course. Slight evasive action was taken up through the narrow flak corridors enroute to the IP. The briefed IP was made good by the Lead Navigator. The Group fanned out and bombed by Squadrons and bombed by H2X technique.

The Group was reformed after experiencing some difficulty in getting the Squadrons together. The Gee set faded out prior to the target and could not be used on the way back. The Group got a little right of course on the route back, therefore left the Continental Coast just North of the briefed point. The Group entered the English Coast at Aldeburgh at 1535.

(3) Weather:

Over the base area at take off a low scattered cloud was encountered. This became solid as the formations were assembling. The entire route was over a 10/10 cloud coverage. High cirrus at 0700E did not cause any difficulty for the Groups at altitude. Average winds obtained at altitude were from 280 degrees at 35 knots.

(4) Navigational Difficulties:

Lead A/C Gee set faded out at IP. The M/O also had difficulty with weak range.

(5) Remarks:

Navigation was very good.

b. Navigation - 13 B Group - 95A, 95B, 100B Squadrons:

(1) Assembly:

The 100B Squadron had no difficulty rendezvousing with 95A and 95B Squadrons in Group formation. The 13B Group

was three minutes late at Ipswich, and Buncher 22 was out out purposely to make up the time. The Coast out at Dover was made on time.

(2) Route:

The Continental Coast was reached on time. The route into the target was flown over solid undercast. There was some slight "S"ing, but, in general, navigation was very good. The target run and route out were uneventful.

(3) Weather:

Same as 13A.

(4) Navigational Difficulties:

There were no navigational difficulties.

(5) Remarks:

The navigation was very good.

c. PFF Narrative:

(1) 13A (390A, 390B and 100A):

Three PFF A/C were dispatched. There was no failure of equipment. The target was identified at a range of 35 to 40 miles. Bombing was by H2X technique in Squadron formation. Results were unobserved.

(2) 13B (95A, 95B and 100B):

Three PFF A/C were dispatched. There was no failure of equipment. The target was identified at a range of 35 miles. 100B set operated with poor range, but was usable for bombing. Bombing was in Group formation with 390A Squadron making an H2X sighting. Results were unobserved.

d. 390 Composite Group - A Squadron:

(1)	Air Leader	Lt. Col. Von Arb	Nav	Lt. Rawlins
	Pilot	Capt. Rohr	Asst Nav	Capt. Hollopeter
	Co-Pilot	Lt. Taylor	M/O	Lt. Epton
			Bomb	Lt. Matteson

(2) A/C Attacking:

Bombs Dropped

(a)	Secondary	11	190x250 LB GP
			19x500 LB IB
	Jettisoning	1	18x250 LB GP
			2x500 LB IB
	Returning	1	3x250 LB GP
			1x500 LB IB

(b) Bombing Altitude: 23000'

(c) Time of Release: 1145

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 340 degrees, the M/O picked up the target in his scope, and set up course.

the bombardier clutched in at 11 miles and checks in rate were made at 9, 8, 7, 6 and 5 miles. Rate corrections were necessary at 9 and 7 miles, after which no further corrections were made. Synchronization at the BRL was good, and bubbles level. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report:

(a) Photographs taken by all cameras show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 481: Rack malfunction - 4 bombs returned.
A/C 515: Rack malfunction - 20 bombs jettisoned at 5008N-0928E.

e. 390 Composite Group - B Squadron:

(1)	Air Leader	Maj. McHenry	Nav	Lt. Eusner
	Pilot	Lt. Kenny	Asst Nav	
	Co-Pilot		M/O	Lt. Wilcox
			Bomb	Lt. Wosczyk

(2) A/C Attacking: Bombs Dropped

(a)	Secondary	13	232x250 LB GP
			26x500 LB IB
	Jettisoning	None	
	Returning	None	

(b) Bombing Altitude: 23500'

(c) Time of Release: 1145

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 347 degrees, the M/O picked up the target in his scope and set up course. The bombardier clutched in at 11 miles, and checks in rate were made at 10, 9, 8, 7, 6 and 5 miles. Rate corrections were made at 10 and 8 miles, while the rate checks at 7, 6 and 5 miles were very good. Synchronization at the BRL was good and the bubbles level. C-1 Auto-Pilot was found to be erratic, and the bomb run was flown on PDI.

(4) PI Report:

(a) Photographs taken by all cameras show 10/10 undercast.

(5) Bombing Malfunctions: None

f. 390 Composite Group - 100 A Squadron:

(1)	Air Leader	Capt. Robinson	Nav	Lt. Kimball
	Pilot	Capt. Brown	Asst Nav	
	Co-Pilot		M/O	Lt. Lentz
			Bomb	Lt. Titley

(2) A/C Attacking: Bombs Dropped

(a)	Secondary	13	226x250 LB GP
			22x500 LB IB
	Jettisoning	1	18x250 LB GP

Returning None

(b) Bombing Altitude: 22000'

(c) Time of Release: 1146

(3) Run-In from IP to Target:

After the maneuver at the IP, the M/O took over, picked up the target, and set up course. The bombardier clutched in at 11 miles, and checks in rate were made at 10, 9, 7, 6 and 5 miles. All checks were accurate and no corrections were necessary. Synchronization at the BRL was good and the bubbles level. C-1 Auto-Pilot was used on the bomb run. Bombs were released on a magnetic heading of 345 degrees.

(4) PI Report:

(a) Photographs taken by all cameras show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 015: Two bombs hung momentarily and had to be salvoed.

A/C 047: Did not take off.

g. 95 Composite Group - A Squadron - 100C Squadron:

(1) Air Leader	Maj. Gooding	Nav	Lt. Sacks
Pilot	Lt. Owen	Asst Nav	Lt. Inman
Co-Pilot		M/O	Capt. McCardia
		Bomb	Lt. Thixton

(2) A/C Attacking: Bombs Dropped

(a) Secondary	22	393x250 LB GP
		42x500 LB IB
Jettisoning	2	36x250 LB GP
		4x500 LB IB
Returning	1	18x250 LB GP
		2x500 LB IB

(b) Bombing Altitude: 21160'

(c) Time of Release: 1147

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 330 degrees, the M/O had no difficulty in picking up the target. The bombardier clutched in at 10 miles. At the first check, a slight correction was made and at this point the range marker became fuzzy, making accurate rate checks impossible. The scope cleared on approaching the target, however, and the bombardier's check at 50 degrees was accurate. At the BRL, bomb release coincided with that of other Squadrons. PFF failure in 100C Squadron necessitated releasing off the 95A Lead A/C. C-1 Auto-Pilot used on the bomb run.

(4) PI Report:

(a) Photographs taken by all cameras show 10/10 undercast.

A/C 8331: Aborted and jettisoned 20 bombs.
A/C 8469: Aborted and jettisoned 20 bombs.
A/C 8106: Aborted and returned 20 bombs to base.

h. 95 Composite Group - B Squadron:

(1)	Air Leader	Lt. Morris	Nav	Lt. Russell
	Pilot	Lt. Parker	Asst Nav	
	Co-Pilot		M/O	Lt. Borch
			Bomb	Lt. Schultz

(2) A/C Attacking: Bombs Dropped

(a)	Secondary	12	216x250 LB GP
			24x500 LB IB
	Returning	1	18x250 LB GP
			2x500 LB IB

(b) Bombing Altitude: 21660'

(c) Time of Release: 1148

(3) Run-In from IP to Target:

Attacking on a magnetic heading of 332 degrees, the M/O picked up the target in his scope without difficulty and set up course. The bombardier clutched in at 11 miles and the checks at 9, 7, and 5 miles were good. At the BRL, synchronization appeared to be excellent and bubbles were level. C-1 Auto-Pilot was used on the bomb run.

(4) PI Report:

(a) Photographs taken by all cameras show 10/10 undercast.

(5) Bombing Malfunctions:

A/C 6595: Aborted and returned bombs to base.

A/C 972: Left bomb bay had to salvoed.

A/C 945: Shackle malfunction - 1 bomb returned to base.

4. Mission Camera Report:

a. The 95 Group installed 1 scope and 7 vertical cameras, 0 and 7 of which took pictures.

PFF A/C 8230 - No photographs - Cause undetermined.

b. The 100 Group installed 0 scope and 5 vertical cameras, 0 and 4 of which took pictures.

One K-21 - A/C 530 - Camera frozen.

c. The 390 Group installed 1 scope and 6 vertical cameras, 1 and 6 of which took pictures.

5. Communications:

a. Lt. Col. Von Arb led 13th Wing. VHF SOP was followed. All Channels were reported clear and free from interference.

k. Control Points:

	(1) Leaf CP1	CP2	TGT	CP3	BASE
Timings	0930	1036	1157	1306	
13A	0930	1036	1145	1258	

Strike Reports: Targets and MPIs.

13A P B 5 1145 (390)
13B P B 5 1147 (95)

6. Controller's Log:

a. 2257 from 3 BD:

(1) Alerted.

b. 2300 to Groups:

(1) Alerted.

c. 2345 from 3 BD:

- (1) Zero Hour.
- (2) Tentative Routes.
- (3) Unassigned Targets.
- (4) RBA.
- (5) Possible Departure Altitude.
- (6) Start Climb Position.

d. 2359 from 3 BD:

- (1) No MPI or Bomb Load.
- (2) Division Assembly Line.
- (3) Tentative Assembly Approaches.
- (4) Tentative Force.
- (5) Tentative Bombing Altitudes.

e. 0015 to Groups:

(1) Information in C and D.

f. 0034 from 3 BD:

- (1) Final Forces and Order.
- (2) Primary and Secondary Targets and MPIs.
- (3) Bomb Loads.
- (4) Intervalometer Settings.
- (5) No Last Resort Targets.
- (6) Final Assembly Approaches.
- (7) Group and Squadron Intervals.
- (8) Bomb by Squadrons.
- (9) Second Runs Authorized.

g. 005 to Groups:

(1) Primary and Secondary Targets.

h. 0103 to Groups:

(1) Information in F.

i. 0110 from 3 BD:

(1) Secondary and Last Resort Targets and MPIs.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

APO 559.
5 January 1945.

SUBJECT: Operations Officers Report for the Mission 5 January
1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559.

95 "A" SQUADRON

1. GENERAL NARRATIVE: 95A Squadron was leading the "B" Group of the 13th Combat Wing. Take off was at 0715 hours and assembly was made good at 0830 hours at 11,000 feet. Wing and Division rendezvous was made as briefed. The English coast was departed at 0931 hours at 11,000 feet at Dover.

The Belgium coast in was crossed at 0930 hours at 5100N-0200E at 11,000 feet. The briefed flight plan was flown to the I.P. which was made good at 1136 hours at 4959N-0952E at 21,600 feet. Bombs were away at 1148 hours at 21,600 feet. The rally Point was made good at 1154 hours at 5028-N-0917E at 23,000 feet.

The course out was flown as briefed. The Belgium coast out was crossed at 1444 hours at 5115N-0256E at 10,500 feet. Over the channel a dense cloud layer was encountered and the group was brought down through a hole. The English coast back was crossed at 1524 hours at 5225N-0142E at 3,000 feet. The base was reached at 1538 and landing was made at 1545 hours.

2. AIRCRAFT NOT ATTACKING: Eleven (11) aircraft plus one (1) PFF were dispatched as shown in Diagram "A". There were three abortive aircraft: a/c #42-38317 #4 runaway prop, no sortie; 43-38469 #4 runaway prop, and #44-8331 #8 cylinder blown, both receive sorties. The remaining nine (9) aircraft attacked the target and received credit for sorties as shown in diagram "1A".

3. AIRCRAFT LOST: None.

95 "B" SQUADRON

1. GENERAL NARRATIVE: 95B Squadron was flying high on 95A. We assembled over the base at 0830 hours and flew with 95A for the completion of the mission. The General Narrative is the same as 95A with the exceptions listed below.

a. Took off at 0700 hours and landed 1551-1602 hours.

2. AIRCRAFT NOT ATTACKING: Twelve (12) aircraft plus one

(1) aircraft were dispatched as shown in diagram "B". Aircraft #44-6598 aborted because of an oxygen leak and did not get credit for a sortie. All other aircraft attacked the target as shown in diagram "1B".

3. AIRCRAFT LOST: None.

95 "C" SQUADRON

1. GENERAL NARRATIVE: 95C flight flew as high flight in the low squadron of 13th "B" Combat Wing. The General Narrative is the same as 95A with the exceptions listed below.

a. Took off at 0735 hours and landed at 1543.

2. AIRCRAFT NOT ATTACKING: Three (3) aircraft were dispatched as shown in diagram "C". All aircraft received credit for sorties and attacked the target as shown in diagram "1C".

3. AIRCRAFT LOST: None.

NOEL T. CUMBAA,
Major, Air Corps,
Operations Officer.

THREE HUNDRED THIRTY FOURTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE SQUADRON ENGINEERING OFFICER
A.P.O. 559

3 January 1945

SUBJECT: Abortion of B-17G No. 43-38317.

TO: Commanding Officer, 95th Bombardment Group (H), AAF Sta. 119.

1. This aircraft aborted from the mission of 3 January 1945, returning to this base at 1036.

2. The pilot reported that No. 4 propeller continued to run away during the climb. The propeller pitch control and propeller feathering system had no effect on its control.

3. Upon ground inspection the trouble was found to be in the propeller governor.

4. This aircraft will be in commission tonight.

PENDLETON BEALL JR.
1st Lt., Air Corps,
Engineering Officer.

3 January 1945

SUBJECT: Abortion

TO : Office of the Group Operations Officer, 95th Bomb Gp (H), APO 559,
U. S. Army (Thru CO, 412th Bomb Sq (H), 95th Bomb Gp (H), APO 559,
U. S. Army).

1. Engines were started and checked out on run up.
2. At 17,000 feet number three manifold pressure dropped off to 26 inches of Hg.
3. Amplifier was changed but there was no change in the pressure. Climb was continued on other three engines.
4. At 1056 hours, 4847N - 0730E, No 4 engine caught on fire and manifold pressure suddenly went up to 65 inches of Hg. Pilot left formation and feathered No 4 propeller; shut off engine, thus putting fire out.
5. Pilot headed back to base with fighter escort of one P51.
6. Over channel No 3 engine began running rough so bombs were dropped in channel at 5142N - 0238E at approximately 1204 hours.
7. Aircraft number is 44-3331.

Arthur L. Tessier
ARTHUR L. TESSIER
2nd Lt., Air Corps,
Pilot.

00th COMPOSITE
LAGRAM "LC"
WAR THE PARROT

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 5 January

LEAD

100th

LOW

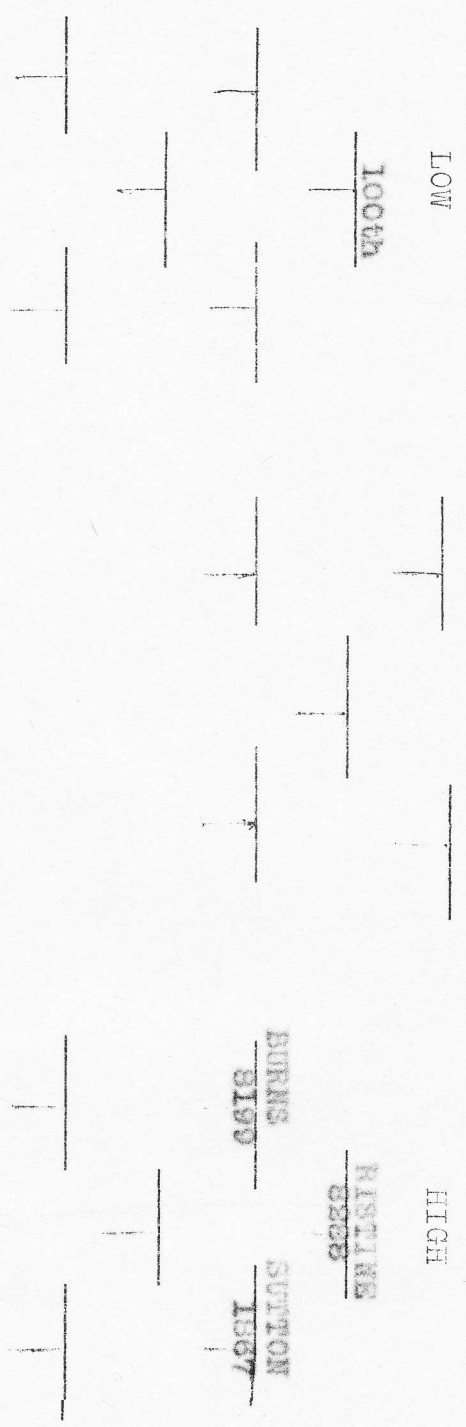
100th

HIGH

RISTINE
0200

BURNS
8190

SUTTON
1867



EXTRA SHIPS

- 334
- 335
- 336
- 412

LEFTING _____
 ADDRESS _____
 AFFILIATIONS _____
 MI _____
 KE-OPP _____
 INDEZVOURS _____

A SQUADRON
ACRAF "A"
SEREBLY

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 5 January 1948

LEAD

OLSON
8280

LOW

BUSSE
8047

HART
8469

WALTER
8291

ROSE
8272

HIGH

GLOVICK
2617

RAID
7858

TESSIER
8331

OLSON
7257

SQUIRES
8774

DUNWODY
8106

NELSON
8524



LEADING _____
ADINESS _____
ATIONS _____
KI _____
KE-OFF _____
NDEZVVOUS _____

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

95A SQUADRON
DIAGRAM "1A"
COVER THIS TARGET

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 5 January 1945

LEAD

CHUB
8260

LOW

BUSSE
8097

BAIRD
7898

JESSIER
8481

SCOTT
8774

OLSON
7857

WALTER
8381

ROSE
8272

HIGH

BLOVICK
8617

HELSON
8584



EXTRA SHIPS

- 334
- 335
- 336
- 412

LEFTING _____
 ADDRESS _____
 AFFILIATIONS _____
 RANK _____
 KE-OFF _____
 INDENTIONS _____

SB SQUADRON
LAGRAM "B"
SSEMBLY

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 6 January 1945

LEAD

PARKER
6230

LOW

SCOTT
2951

MADIGAN
8551

WELLS
8425

STONESBURY
6598

HIGH

TREGGILING
7204

MCALLISTER
8438

ROSENZWEIG
8776

RICHARDSON
8942

BRADLEY
1897

PAINTER
8505

DILLON
7947

PATNE
8996

EXTRA SHIPS

334
335
336
412

LEFTING _____
ADINESS _____
ATIONS _____
XI _____
KE-OFF _____
NDEZVVOUS _____

95B SQUADRON
DIAGRAM "18"
OVER THE TARGET

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 5 January 1945

LEAD

PARKER
8230

SCOTT
2951

RADICAN
8561

LOW

WELLS
8525

BRADLEY
1887

MCALLISTER
8438

ROSENZWEIG
8776

RICHARDSON
8942

PAINE
8986

HIGH

THROCKING
7804

PAINTER
8306

DILLON
7047



LEADING _____
ADINESS _____
ATIONS _____
XI _____
KE-OFF _____
NDEZYVOUS _____

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

STATISTICAL CONTROL REPORT OF AIRCRAFT NOT ATTACKING

13TH COMBAT BOMBARDMENT WING

DATE RENDERED 3 Jan 1945

PART I - TABULAR SUMMARY:

DATE OF MISSION 3 Jan 1945STRATEGICAL MISSION

COMBAT GROUP	SCHEDULED	AIRBORNE	AIRBORNE LESS RETURNING SPARES	ATTACKING	NOT ATTACKING	SORTIES
A	11 & 15H	11 & 15H	11 & 15H	6 & 15H	3	10 & 15H
B	12 & 16H	12 & 16H	12 & 16H	11 & 16H	1	11 & 16H
C	3	5	5	3	0	3

PART II - REASONS WHY AIRCRAFT DID NOT ATTACK OR FAILED TO TAKE OFF:

Combat Gp A.C.S.N. Category Reason for Failure & Corrective Action (Yes-No) Sortie

A	42-38817	F	# 4 Run away prop.	No
A	43-38469	F	# 4 Run away prop.	Yes
A	44-3831	F	# 8 cylinder blown.	Yes
B	44-3598	F	Oxygen leak.	No

ROEL T. CUMBA,
Major., Air Corps,
Operations Officer.

S E C R E T

A"

119

FORM 3

DATE 3 Jan '45

HIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
			EST	ACT	EST	ACT	
260	Drew	✓	✓	715 ⁺		1546	
272	Rose	✓	✓	717		1547	
469	HART	✓	✓	718		1336	
281	WALTER	✓	✓	731		1549	
774	SQUIRES	✓	✓	731 ⁺		1553	
257	OLSON	✓	✓	732		1548	
617	Glovick	Hi ✓	✓	733		1543	
584	Nelson	✓	✓	734		1549	
317							
106	Duboddy		*	845		1036	#4 Eng warning rough
067	RUSSE	✓	✓	748		1542	
331	LESSIER	✓	✓	810		1356	
288	RAND	✓	✓	750		1546	

"B"

119

FORM 5

DATE 3 Jan '45

REF	PILOT	TARGET	TIME OFF		LANDING		REMARKS
			EST	ACT	EST	ACT	
230	PARKER	✓		716		1559	
SS1	MADIGAN	✓		720		1601	
951	SCOTT	✓		721		1558	
598	STOTTSBURY	✓		721 ⁺		0920	
587	BRADLEY	✓		722 ⁺		1602	OXYGEN system out
942	RICHARDSON	✓		724		1556	
204	TREGOVINE	Hi ✓		723		1555	
047	DILLON	✓		819		1554	
305	FANLOR	✓		725		1530	
296	PAIVE	✓		805		1603	
525	WELLS	Lo ✓		817		1552	
776	ROSENZWEIG	✓		751		1553	
438	McALLISTER	✓		749		1551	

119

FORM 3

DATE 3 January

IP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
			EST	ACT	EST	ACT	
88	Ristine	✓	✓	735		1543	
99	Burns	✓	✓	737		1557	
67	Sutton	✓	✓	736		1545	

THREE HUNDRED THIRTY SIXTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE SQUADRON COMMANDER
APO 559


3 January 1945

SUBJECT: Abortion.

TO : Operations officer, 95th Bombardment Group (H). APO 559 U.S.Army.

1. Took off at 0715 in aircraft No. 8469 and joined the formation over the field.

2. The propeller on No. 4 engine ran up to 2500 R.P.M., but I was able to reduce it with the prop. control. However, on the climb to bombing altitude No.4 propeller began running away repeatedly and I was no longer able to control it. At the position $07^{\circ}25''$ E. $48^{\circ}52''$ N. 1054 hours, I returned to the English Channel where I jettisoned my bombs. We then returned to the base and landed at 13:35 hours.

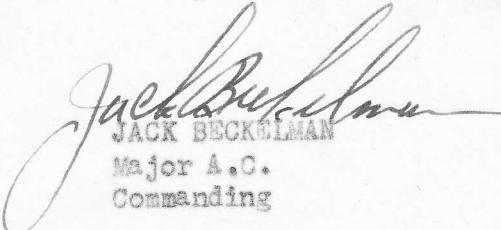

WILLIAM H. HART
1st. Lt. A.C.
Pilot

1st. Ind.

336th Bomb Sqdn. 95th Bomb Grp. (H). APO 559 U.S.Army. 3 January 1945.

TO : Operations officer, 95th Bombardment Group (H), APO 559 U.S.Army.

1. For your information.


JACK BECKELMAN
Major A.C.
Commanding

336 BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER
AAF 119 APO 559

3 January 45

SUBJECT : Airplane Abortions.

TO : Operations.

1. Airplane 38469 returned early from the mission of this date because of a runaway number four propeller. Propeller governor was changed and checked okay.

ROBERT E. BAXTER,
Capt., Air Corp,
Engineering Officer.

THREE HUNDRED AND THIRTY FIFTH BOMBARDMENT SQUADRON (H)
OFFICE OF THE ENGINEERING OFFICER

3 Jan. 1945

SUBJECT: Abortion Report, Aircraft Number 44-6598.

TO : Commanding Officer, 95th Bombardment Group (H), APO 559.

1. The subject aircraft aborted from the combat mission of the 3rd January 1945.
2. The pilot reported that number three (3) cylinder head temperature gauge was inoperative and the diaphragm of his oxygen regulator was broken.
3. The cylinder head temperature gauge is being repaired and the pilot's oxygen regulator replaced.

EDWARD J. FLANAGAN,
Captain, A.C.,
Engineering Officer.

FOUR HUNDRED TWELFTH BOMBARDMENT SQUADRON (H)
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer
A.P.O. 559

3 January 1945.

SUBJECT: Abortion of airplane 44-8331.

TO : Commanding Officer, 95th Bombardment Group (H).

1. Subject airplane aborted from combat mission this date, landing at approximately 1430 hours. #4 engine was feathered.

2. Upon inspection it was discovered that #8 cylinder had failed.

CHESTER L. PEEK,
Captain, AC,
Engineering Officer.

3 January 1944

Subject: Abortion.

To : Operations officer, 95th Bombardment Group (H), APO 559, U.S. Army.

1. Started engines on ship #8106, and left mag on #2 cut out. Called tower, who assigned us to ship #8317. There was no ground crew present. We pulled props through, started engines, ran pre flight.

2. Took off at 0945. While going down the runway #4 engine dropped to about 1500 RPM. It was too late to stop so we took off. Immediately the RPM jumped to 3100. I pulled back the throttle and hit the feathering button, and called the tower for landing instruction. The RPM dropped and settled down. We then made power reduction to 2300 38 inches. All went well for a few minutes. Called tower again telling them I was continuing. The RPM jumped again. I pulled back the throttle and called the tower for instruction. We climbed to 2,000 feet and circled the field. Deciding against landing on three engines with a full load, we went 40 miles east of Southwold to drop our bombs if necessary. The prop had settled down at 2100 but the engine was running rough, so we returned to the field and landed at 1035 with our bombs.

William M. Dunwoody
WILLIAM M. DUNWOODY
2nd. Lt. A.C.
Pilot

1st. Ind.

336th Bomb. Sqdn. 95th Bomb Grp. (H), APO 559, U.S. Army. 3 January 1945.

TO : Operations officer, 95th Bombardment Group (H), APO 559 U.S. Army.

1. For your information.

JACK D. BECKELMAN
Major A.C.
Commanding

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

4 January 1945.

SUBJECT: Lead Navigator's Narrative, 95 "A" Squadron, Mission of 3 January 1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H).

1. We took off at 0715, assembled our squadron at 0830 at 11,000 feet. We took our position in the wing formation at 0908 at Splasher # 7 at the same altitude and the division formed at the same time. The group left the English coast 0931 hours at 11,000 at Dover.

2. We entered the Belgium coast at 0939 at 5100 - 0200 at 11,000 feet. The flight plan was followed to the I.P. which made at 1136 at 4959 - 0952, at 21,600 feet.

3. We started the bomb run on a true heading of 345° and had a true heading of 333° when bombs went away at 1148 at 3033 - 0942 at 21,600'. We reassembled our group at 1154 at 5028 - 0917 at 22,000 feet.

4. We followed the briefed course back, leaving the Belgium coast at 5115 - 0256 at 1444 hours at 10,500'. We then encountered a dense cloud layer in which we found a hole for descent after some searching. We crossed the English coast at 1324 at 5225 - 0142 at 3,000 feet, passed over the field at 1538 and landed at 1545 hours.

NORMAN M. SACKS
2nd Lt., Air Corps
Lead Navigator.

4 January 1945

SUBJECT: Lead Navigator's Narrative of 95th "B" Squadron, Mission of
3 January 1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Taking off at 0715, we (95th "B") the high squadron lead of the 13th Bomb Combat Wing, assembled over base at 0839 at about 12,000 feet. Wing assembly was made at Ipswich at 0858 at about 11,500 feet. The Division assembly point (SP # 7) was made at 51-53N at about 11,500 feet at 0908. The squadron was over the English coast out at Dover at about 11,500 feet at 0931.

2. We reached the French coast, 51-00N 02-00E, at 0939 at about 11,500 feet. I.P. was made good. Swung out wide at I.P. to let low squadron in on bomb (their mickey was out and they dropped on group lead) run.

3. Bombs were away over target area at 1148 at about 22,500 feet on a MH of 332°. Reached R.P. on a heading(MH) of 240° at 1153 at about 22,500feet.

4. We crossed Dutch coast on way out, 51-17N 03-00E, at about 10,500 feet at 1444. The English coast was crossed at 1524 $\frac{1}{2}$, 52-27N 01-43E, at about 4,000 feet. We were over base at 1547 and landed at 1600.

EUGENE T. RUSSELL,
1st Lt., Air Corps,
Lead Navigator.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

4 January 1945.

SUBJECT: Lead Bombardier's Narrative 95 "A" Squadron, Mission of 3 January 1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H).

1. Bombing Approach and Run - Bomb Bay doors were open two minutes before the I.P. Initial Point was made good. The turn was 30° to the left. PFF technique was used throughout. Mickey Operator clutched me in at 10 miles range and gave me one more check before fuzzy range markers made further accurate rate checks impossible. A slight correction was necessary as rate was slow. I gave Mickey operator my rate checks. We were able to coordinate in this manner and our drop compared with the smokes at the previous groups. Bombs were away at 1147 hours. C-1 Auto Pilot was used on the run and bombing made in Squadron Formation.

2. Disposition of Bombs - Twelve A/C were dispatched with 95 "A" Squadron. Nine A/C were over the secondary target dropping 162 X 250GP AN-M57 and 18 X 500 M-17 bombs. A/C #8331 aborted (engine failure) and jettisoned 18 X 250GP AN-M57 2 X 500 M-17 bombs in the channel. A/C #8469 aborted for the same reason and jettisoned 12 X 250GP and 2 X 500 M-17 in the channel. A/C #8106 lost an engine and returned 18 X 250GP and 2 X 500 M-17 bombs. All GP bombs were fused 1/10 nose and 1/40 tail. All M-17 bombs were fused to break open at 5000'.

3. Types of Release - All 162 X 250GP bombs dropped at the secondary target were trained at a 30' interval and armed. The M-17 were dropped the same way.

4. Tabular Summary.

Main Bombfall	A/C		No.	Size	Type	Fusing	
	Over Target	Bombing				Nose	Tail
Fulda, Germany	9	9	162 X	250GP	AN-M57	1/10	1/40
			18 X	500	M-17	Open @ 5000'	
Total on Target			162 X	250GP	AN-M57	1/10	1/40
			18 X	500	M-17	Open @ 5000'	
Bombs Returned			18 X	250GP	AN-M57	1/10	1/40
			2 X	500	M-17	Open @ 5000'	
Other Expenditures			36 X	250GP	AN-M57	1/10	1/40
			4 X	500	M-17	Open @ 5000'	
Total (loaded on A/C taking off)			216 X	250GP	AN-M57	1/10	1/40
			24 X	500	M-17	Open @ 5000'	

MARSHALL J. THIXTON
1st Lt., Air Corps,
Lead Bombardier.

4 January 1945

SUBJECT: Lead Bombardier's Narrative of 95th "B" Squadron, Mission of
3 January 1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative:

- a. Bombing aids used were E-6-B, C-2 Computers, and A.F.C.E. and Tachometer.
- b. A maneuver of a left turn of about 30 degrees was made on to the I.P.
- c. Bomb bay doors were opened two (2) minutes prior to the I.P.
- d. Weather was 10/10ths cloud coverage over the target. There was no enemy resistance or any unusual hostile tactics which hindered the bombing run.
- e. Bombing results were unobserved.
- f. There are no suggested changes in bombing technique.

2. Bombardier's Form 12-E modified is attached.

3. Disposition of Bombs: A/C			Bombs			Fusing	
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose	Tail
Pulda, Germany.	12	12	216	250#	M-57	1/10	1/40
			24	500#	M-17	open at 5000'	
Total on Target.			216	250#	M-57	1/10	1/40
			24	500#	M-17	open at 5000'	
Bombs Returned.			18	250#	M-57	1/10	1/40
			2	500#	M-17	open at 5000'	
Other Expenditures.			None.				
Total (loaded on A/C taking off).			234	250#	M-57	1/10	1/40
			26	500#	M-17	open at 5000'	

4. Types of Release: - All bombs dropped on the secondary target were released on a 30 foot train interval and armed.

EDWARD H. SCHULTZ,
1st Lt., Air Corps,
Lead Bombardier.

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

4 January 1945.

SUBJECT: Lead Bombardier's Narrative, 95 "C" Squadron, Mission of 3 January 1945, Fulda, Germany.

TO : Commanding Officer, 95th Bombardment Group (H).

1. Disposition of Bombs - Three A/C were dispatched from the (95 "C" Squadron to fly with the 100th "B" Squadron in the high element position of the 13 "B" Group. All three A/C were over the secondary target and dropped 6 X 500 M-17 bombs, and 54 X 250GP AN-M57 bombs. All GP bombs were fused 1/10 nose and 1/40 tail. M-17 bombs were fused to open at 5000 feet.

2. Types of Release - All sixty bombs dropped on the secondary target were trained at a 30' interval and armed.

3. Tabular Summary.

	A/C		Fusing			
Main Bombfall	Over Target	Bombing	No.	Size	Type	Nose Tail
Fulda, Germany	3	3	54 X	250GP	AN-M57	1/10 1/40
			6 X	500	M-17	Open at 5000'
Total on Target			54 X	250GP	AN-M57	1/10 1/40
			6 X	500	M-17	Open at 5000'
Bombs returned.			None			
Other Expenditures.			None			
Total (loaded on A/C taking off)			54 X	250GP	AN-M57	1/10 1/40
			6 X	500	M-17	Open at 5000'

JACK R. HARMON
2nd Lt., Air Corps,
Lead Bombardier.

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Engineering Officer

APO 559,
4 January 1945.

SUBJECT: Engineering Report on Combat Mission of 3 January 1945.

TO : Commanding Officer, 95th Bombardment Group (H). Attention:
Lt Col STUART.

1. The following information is submitted concerning combat mission of 3 January 1945.

- a. Twenty-eight (28) B-17 Airplanes took-off as scheduled.
- b. Twenty-four (24) B-17 airplanes returned to base after completion of combat mission.

2. There were four (4) abortive airplanes.

- a. 43-38317 - #4 runaway propeller.
- b. 43-38469 - #4 runaway propeller.
- c. 44-8331 - #8 cylinder blown on #4 engine.
- d. 44-6598 - Oxygen leak.

3. There was no battle damage.

DONALD H. DOWLIN,
Capt., Air Corps,
Gp Engineering O.

APO 559
3 January 1945

SUBJECT: S-2 Report, Fulda Mission, 3 January 1945.

TO : Commanding Officer, 95th Bomb Group (H), APO 559.

1. Eleven plus one PFF A/C from the 95th Group took off beginning at 0715 hours to form the lead squadron (95A) of 13th B Combat Group to attack the M/Y at Fulda, Germany. A/C 8317 aborted at 5218-0113 because of failure of No. 4 engine. A/C 8469 aborted at 1045 hours at 4852-0725 because of runaway prop on No. 4 engine. A/C 8331 aborted at 4847-0730 because of engine trouble.

Twelve plus one PFF A/C from the 95th Group took off beginning at 0716 hours to form the high squadron (95B) of the 13B Combat Group to bomb the M/Y at Fulda. A/C 8598 aborted over Ipswich at 0910 hours because of oxygen failure.

Three A/C from the 95th Group took off beginning at 0735 hours to form the high element of the 100B squadron, which flew as low squadron of the 13B Combat Group to attack the M/Y at Fulda.

2. No E/A were encountered.

3. No flak was encountered.

4. Bombing was done by squadrons using PFF technique. 95A mickey operator picked up target at 35 miles and believes bombs hit in the city. Bombing believed to be good. 95B mickey operator picked up target from 36 miles and believes bombs hit in the city.

5. Fighter support was good. Mission was flown as briefed. Mickey equipment of 13B low squadron went out and therefor bombed second on the lead squadron's flares. Results were believed to be good because smoke flares of these two squadrons and squadrons of previous groups were centered. All A/C returned to base by 1603 hours.

WILLIAM ROWELL
1st. Lt., Air Corps
Ass't. S-2 Officer